

Amendments to the Claims

Please amend the listing of claims as follows:

1. (Currently Amended) Crankshaft arrangement, ~~especially~~ for a windshield wiper system, in which a shaft (10) is connected to a crank (12) so as to ~~drive it~~ drive the shaft, characterized in that the crank (12) is connected to the shaft (10) via a structural part (16).
2. (Original) Crankshaft arrangement according to Claim 1, characterized in that the structural part (16) projects with its first fore part (24) into a bore hole (14) of the crank (12).
3. (Currently Amended) Crankshaft arrangement according to Claim 1 ~~or 2~~, characterized in that the structural part (16) features, on its second fore part (26), a crosspiece (30) for support on a counter bearing.
4. (Original) Crankshaft arrangement according to Claim 3, characterized in that the crosspiece (30) forms a base of a sleeve (34) extending away from the first and second fore parts (24, 26) in the axial direction (38).
5. (Currently Amended) Crankshaft arrangement according to ~~one of the preceding claims~~ Claim 1, characterized in that the structural part (16) is connected to the shaft (10) at least in a rotationally secured manner.
6. (Currently Amended) Crankshaft arrangement according to ~~one of the preceding claims~~ Claim 1, characterized in that the structural part (16) has a cylindrical outer wall (20).
7. (Currently Amended) Crankshaft arrangement according to ~~one of Claims 2 through 6~~ Claim 2, characterized in that the structural part (16) has an outer wall (22) that tapers towards the first fore part (24).

8. (Currently Amended) Crankshaft arrangement according to ~~one of Claims 2 through 7~~ Claim 2, characterized in that the structural part (16) has, on its first fore part (24), an edge (28) that can be folded over to the outside in the radial direction.
9. (Currently Amended) Crankshaft arrangement according to ~~one of the preceding claims~~ Claim 1, characterized in that the shaft (10) has, on its end (40) facing the structural part (16), a thread (42) with a predetermined breaking point (44) for separating the thread (42) from the shaft (10).
10. (Currently Amended) Structural part for a crankshaft arrangement for connecting a crank (12) to a shaft (10), characterized in that a sleeve (18) features a crosspiece (30) on one ~~its fore parts~~ fore part (26).
11. (Currently Amended) Structural part according to Claim 10, characterized in that the sleeve (18) has, ~~on its~~ on a fore part (24) opposite from the one fore part (26), an edge (28) that can be folded over to the outside in the radial direction.
12. (Currently Amended) Structural part according to Claim 10 ~~or 11~~ characterized in that the crosspiece (30) forms a base (32) of a sleeve (34) extending away from the fore parts (24, 26) in the axial direction (38).
13. (New) Crankshaft arrangement according to Claim 2, characterized in that the structural part (16) features, on its second fore part (26), a crosspiece (30) for support on a counter bearing.
14. (New) Crankshaft arrangement according to Claim 13, characterized in that the crosspiece (30) forms a base of a sleeve (34) extending away from the first and second fore parts (24, 26) in the axial direction (38).
15. (New) Crankshaft arrangement according to Claim 14, characterized in that the structural part (16) is connected to the shaft (10) at least in a rotationally secured manner.

16. (New) Crankshaft arrangement according to Claim 15, characterized in that the structural part (16) has a cylindrical outer wall (20).
17. (New) Crankshaft arrangement according to Claim 16, characterized in that the structural part (16) has an outer wall (22) that tapers towards the first fore part (24).
18. (New) Crankshaft arrangement according to Claim 17, characterized in that the structural part (16) has, on its first fore part (24), an edge (28) that can be folded over to the outside in the radial direction.
19. (New) Crankshaft arrangement according to Claim 18, characterized in that the shaft (10) has, on its end (40) facing the structural part (16), a thread (42) with a predetermined breaking point (44) for separating the thread (42) from the shaft (10).